

Attachment H-2

Summary of Changes to Planning Commission Recommendation since August 2010

This section provides a summary of changes made to the General Plan Update documents, Land Use Map, and Mobility Element road network since the last Planning Commission hearing on the General Plan Update, August 20, 2010.

SUMMARY OF CHANGES TO PLANNING COMMISSION RECOMMENDATION SINCE AUGUST 2010

Chapter 1: Introduction		
Page	Section	Revision
1-2	Overview of the General Plan	The General Plan directs future growth in the unincorporated areas of the County with a projected capacity that will accommodate more than 238,500 <u>232,300</u> existing and future homes.
Chapter 3: Land Use Element		
Page	Section	Revision
3-11	Land Use Designations/Table LU-1	In Table LU-1, Land Use Designations and Compatible Regional Categories, the designation “Federal and State Lands” has been changed to “Public Agency Lands”
3-17 to 3-18	Land Use Designations Other Land Use Designations	<p>The section titled “Federal and State Lands” has been changed to “Public Agency Lands” and the following text changes made to this section:</p> <p>Federal and State <u>Public Agency</u> Lands (State Parks, and National Forests <u>and other public agency non-conservation lands</u>). Federal and State <u>Public agency</u> lands comprise 1,160,700 acres, or 50.8 percent, the majority of the unincorporated County land area. State Parks—including Anza-Borrego Desert State Park, Cuyamaca Rancho State Park, and Palomar Mountain State Park—and the Cleveland National Forest contribute significantly to the unique and unspoiled character of the County’s backcountry. The County contains several military installations, including Marine Corps Base Camp Pendleton, which alone encompasses about 135,000 acres, or six percent of the unincorporated County. These installations are designated as “Military Installations.” This category also includes lands owned by the Bureau of Land Management (BLM) <u>and incorporated jurisdictions</u>.</p> <p>The following has been added after the section titled “Public and Semi-Public Facilities”:</p> <p><u>Public/Semi-Public Lands (Solid Waste Facility). This designation occurs on two sites in the County: the Gregory Canyon and East Otay Mesa landfill sites. On November 8, 1994, the voters adopted County of San Diego Initiative Proposition C, which amended the General Plan and re-designated the Gregory Canyon site. Similarly, on June 8, 2010, the voters adopted County of San Diego Initiative Proposition A, which re-designated the East Otay Mesa Site. Both initiatives assigned a (22) Public/Semi-Public Lands designation with a Solid Waste Facility Designator based on the General Plan that was in effect at that time. Although that designation has since been amended in an updated General Plan, the previous designation has been retained for those two sites to comply with the voter-adopted ordinances.</u></p>
3-26 to 3-27	Goals and Policies Planning for Sustainability	<p>Policy LU-6.11 Protection from Wildfires and Unmitigable Hazards. Assign land uses and densities in a manner that minimizes development in extreme, very high and high hazard fire <u>threat</u> areas or other unmitigable hazardous areas.</p> <p>Policy LU-8.3 Groundwater-Dependent Habitat. Discourage development that would significantly draw down the groundwater table to the detriment of groundwater-dependent habitat, except in the Borrego Valley.</p>

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Chapter 3: Land Use Element		
Page	Section	Revision
3-29	Goals and Policies Villages and Town Centers	Policy LU-9.4 Infrastructure Serving Villages and Community Cores. Prioritize infrastructure improvements and the provision of public facilities for Villages and community cores <u>as sized</u> for the intensity of development allowed by the Land Use Map.
Chapter 4: Mobility Element		
Page	Section	Revision
4-32	Goals and Policies for Mobility Element Bicycle, Pedestrian, and Trail Facilities	Policy M-12.9 Environmental and Agricultural Resources. Site and design specific trail segments to minimize impacts to sensitive environmental resources, ecological system and wildlife linkages and corridors, and agricultural lands. Within the MSCP preserves, conform siting and use of trails to County MSCP <u>Ssubarea</u> <u>and</u> <u>wildlife agency approved MSCP resource</u> management plans.
4-35 to 4-39	Background Material Accepted Road Classifications with Level of Service E/F	The revisions to Table M-4, Road Segments Where Adding Travel Lanes is Not Justified, are provided below. (Refer to the Mobility Element to view the entire table because only the segments with changes are shown below)

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	Classification	From	To
State Highways ^a			
SR 67	6 Ln State Highway (6.2 Prime Arterial) <u>4.1A Major Road with Raised Median</u>	Scripps Poway Pkwy. (Lakeside)	Mapleview St <u>Sycamore Park Dr.</u> (Lakeside)
	<u>4.1A Major Road with Raised Median</u>	<u>Johnson Lake Rd. (Lakeside)</u>	<u>Posthill Rd. (Lakeside)</u>
Julian Rd/SR-67	4 Ln State Highway (4 Ln Major Road w/ Raised Median)	Mussey Grade Rd (Ramona)	Highland Valley Rd (Ramona)
SR 76/Pala Rd. ^b	6.2 Prime Arterial	Oceanside city limits	S. Mission Rd. (Bonsall)
	<u>2.1D Community Collector w/ Improvement Options</u>	<u>Pala Del Norte Rd (Pala Pauma)</u>	<u>Sixth St (Pala Pauma)</u>
SR 78 ^b	6 Ln State Highway	Vista city limits (NC Metro)	San Marcos city limits (NC Metro)
Pine Street/SR-78	2.2D Light Collector w/ Improvement Options)	Ash Street (Ramona)	Main Street (Ramona)

SUMMARY OF CHANGES TO PLANNING COMMISSION RECOMMENDATION SINCE AUGUST 2010

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	Classification	From	To
Main Street/ SR-78	4-Ln State Highway (4.1B: Major Road w/ Intermittent Turn Lanes) 4.2B: 4-Ln Boulevard w/ Intermittent Turn Lanes	9th St (Ramona)	Pine St (Ramona)
Julian Road/ SR-78	2-Ln State Highway (2.1D Community Collector w/ Improvement Options)	3rd St (Ramona)	Earlham St (Ramona)
SR-78	6-Ln State Highway	Sycamore Ave (NC Metro)	Smilax Rd (NC Metro)
SR-94	2.1D Community Collector w/ Improvement Options	Melody Ln. (Jamul)	Otay Lakes Rd. (Jamul)
County CE Roads			
Old Hwy 395	2.1D Community Collector w/ Improvement Options	Rainbow Glenn Rd <u>5th St.</u> (Rainbow)	Fallbrook CPA boundary <u>New Rainbow Valley Blvd.</u>
	2.1D Community Collector w/ Improvement Options	Rainbow CPA boundary	Mission Rd (Fallbrook)
	2.1A Community Collector w/ Raised Median	Mission Rd (Fallbrook)	Pala Mesa <u>Stewart Canyon Dr.</u> (Fallbrook)
Old Hwy 395	2.1D Community Collector w/ Improvement Options	Fallbrook CPA boundary	I-15 interchange (Bonsall)
<u>Rainbow Valley Blvd.</u>	<u>2.2E Light Collector</u>	<u>I-15 NB Ramps</u> (Rainbow)	<u>Old Hwy. 395</u> (Rainbow)
E. Fallbrook St.	2.2B Light Collector w/ Continuous Turn Lane	S. Main Ave. (Fallbrook)	Elbrook Dr. (Fallbrook)
E. Alvarado St.	2.2C Light Collector w/ Intermittent Turn Lanes	N. Main Ave. (Fallbrook)	Olive Ave. (Fallbrook)
E. Mission Rd.	2.2B Light Collector w/ Continuous Turn Lane	De Luz Rd. (Fallbrook)	Brandon Rd (Fallbrook)
	4.2B Boulevard w/ Intermittent Turn Lanes	Hamilton Ln <u>Live Oak Park Rd.</u> (Fallbrook)	<u>I-15 NB Ramps</u> Old Hwy 395 (Fallbrook)

SUMMARY OF CHANGES TO PLANNING COMMISSION RECOMMENDATION SINCE AUGUST 2010

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	Classification	From	To
E. Mission Rd.	4.1B Major Road w/ Intermittent Turn Lanes	Old Hwy 395 (Fallbrook)	I-15 NB Ramps (Fallbrook)
Pala Mesa Dr.	2.2F Light Collector w/ Reduced Shoulder	Daisy Ln (Fallbrook)	Pankey Rd (Fallbrook)
Pankey Rd.	2.1A Community Collector w/ Raised Median	Pala Mesa Dr (Fallbrook)	Pala Rd (Fallbrook)
Reche Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Fallbrook St (Fallbrook)	Green Canyon Rd (Fallbrook)
Pepper Tree Ln.	2.2E Light Collector	Mission Rd (Fallbrook)	Woodbrook Ln (Fallbrook)
Deer Springs Rd.	6.2 Prime Arterial	Mesa Rock Rd (NC Metro)	I-15 NB ramps (NC Metro)
Bear Valley Parkway	4.1A Major Road w/ Raised Median	Eldorado Dr (NC Metro)	San Pasqual Valley Rd (NC Metro)
Paseo Delicias	2.2A Light Collector w/ Raised Median	La Granada <u>Via De La Valle</u> (San Dieguito)	El Camino Del Norte (San Dieguito)
Lilac Rd.	4.2A B Boulevard w/ Raised Median <u>Intermittent Turn Lanes</u>	New Road 19 (Valley Center)	Valley Center Rd. (Valley Center)
Valley Center Rd.	2.1D Community Collector w/ Improvement Options	Valley Center Road (Pala Pauma)	Harrah's Rincon Casino (Pala Pauma)
	4.2A Boulevard w/ Raised Median	Sunday Dr (Valley Center)	Lilac Rd (Valley Center)
	4.1A Major Road w/ Raised Median	Lilac Rd (Valley Center)	Miller Rd (Valley Center)
	2.1D Community Collector w/ Improvement Options	Highpoint Dr (Valley Center)	Harrah's Rincon casino (Valley Center)
Woods Valley Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Oakmont Rd (Valley Center)	Karibu Ln <u>Augusta Dr.</u> (Valley Center)
<u>New Road 19</u>	<u>4.2B Boulevard with Intermittent Turn Lanes</u>	<u>Mirar de Valle Road (Valley Center)</u>	<u>Lilac Road (Valley Center)</u>
Alpine Blvd.	2.2A Light Collector w/ Raised Median	Tavern <u>Boulder</u> Rd. (Alpine)	South Grade Rd <u>Louise Dr.</u> (Alpine)
Alpine Blvd.	2.1D Community Collector w/ Improvement Options	South Grade Rd (Alpine)	Willows Rd (Alpine)
	2.1E Community Collector	Willows Rd (Alpine)	New Viejas Road at New Interchange (Alpine)

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Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	Classification	From	To
South Grade Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Eltinge Dr (Alpine)	Olive View Rd (Alpine)
New Viejas Rd. at New Interchange	4.1A Major Road w/ Raised Median	Willows Rd (Alpine)	Alpine Blvd (Alpine)
Tavern Rd.	4.1A Major Road w/ Raised Median	I-8 EB Ramps (Alpine)	Alpine Blvd (Alpine)
Campo Rd/SR-94	4 Ln State Highway (4.1A Major Road w/ Raised Median)	Valle de Oro CPA boundary	Melody Rd (Jamul)
Campo Rd/SR-94	2 Ln State Highway (2.1D Community Collector w/ Improvement Options)	Barrett Lake Rd (Jamul)	Tecate Sub-Group Area boundary
Campo Rd/SR-94	6 Ln State Highway (6.2 Prime Arterial/ Interchange w/ Jamacha Road)	Avocado Blvd. (Valle de Oro)	Jamacha Rd (Valle de Oro)
Campo Rd/SR-94	2 Ln State Highway (2.2D Light Collector w/ Improvement Options)	Jamul CPA boundary	Potrero Valley Rd (Mountain Empire)
Willow Rd.	2.2E Light Collector	SR-67 (Lakeside)	Ashwood St (Lakeside)
Mapleview St.	4.1A Major Road w/ Raised Median	State Route 67 <u>Maine Ave.</u> (Lakeside)	Ashwood St (Lakeside)
Olde Hwy 80	2.2B Light Collector w/ Continuous Turn Lane	Marina Springs Ln (Lakeside)	Labrador Ln (Lakeside)
Woodside Ave.	4.2A Boulevard w/ Raised Median	Winter Gardens Blvd <u>SR-67 NB Off Ramp</u> (Lakeside)	Shamrock Ln <u>Riverford Rd.</u> (Lakeside)
Siempre Viva Rd.	4.1A Major Road w/ Raised Median	SR-11 EB Ramps (Otay)	Loop Rd (Otay)
7th St.	2.2E Light Collector	<u>Elm St. (Ramona)</u>	<u>A St. (Ramona)</u>
		<u>Elm Main St. (Ramona)</u>	<u>G D St. (Ramona)</u>
Jamacha <u>Blvd Rd.</u>	4.1B Major Road w/ Intermittent Turn Lanes	SR-125 SB Ramps (Spring Valley)	Sweetwater Rd (Spring Valley)
Fuerte Dr.	<u>2.1</u>2.2E <u>Community Light</u> Collector	Bancroft Dr. (Valle de Oro)	Avacado Blvd. (Valle de Oro)

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Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	Classification	From	To
Kenwood Dr.	2.2D Light Collector w/ Improvement Options	Andreen St. (Spring Valley)	SR 94 EB Ramps (Spring Valley/VDO)
Sweetwater Rd.	2.1D Community Collector w/ Improvement Options	National City limits	Willow Street (Sweetwater)
Sweetwater Rd.	2.1C Community Collector w/ Intermittent Turn Lanes	Willow St. (Sweetwater)	Orchard Hill Rd. (Sweetwater)
Central Ave.	2.2C Light Collector w/ Intermittent Turn Lanes	Bonita Rd. (Sweetwater)	Frisbee St. (Sweetwater)
Willow Street	2.1D Community Collector w/ Improvement Options	Sweetwater Rd. (Sweetwater)	Bonita Rd. (Sweetwater)
Borrego Springs Rd.	2.2D Light Collector w/ Improvement Options	Diamond Bar Rd. (Desert)	Tilting T Dr. (Desert)
Palm Canyon Dr.	2.2A Light Collector w/ Raised Median	Ocotillo Cir. (Desert)	Stirrup Rd. (Desert)
Tecate Road/ SR 188	4 Ln State Highway (4.1A Major Road w/ Raised Median)	Campo Rd. (Mountain Empire)	USA / Mexico Border (Mountain Empire)

a. The cross-sections for State Highway reflect the design in the Project Authorization/Environmental Document (PA/ED), which are different from those of the County Mobility Element road classifications.

b. Roads noted are on the Congestion Management Program (CMP). Acceptable LOS for roads on the CMP is LOS E or better.

Note: Table may need to be modified upon adoption of the Mobility Element network

SUMMARY OF CHANGES TO PLANNING COMMISSION RECOMMENDATION SINCE AUGUST 2010

Chapter 5: Conservation and Open Space Element

Page	Section	Revision
5-2	Goals and Policies Visual Resources	<p>In Table COS-1, County Scenic Highway System Changes</p> <p>12 Lake Wohlford Road: Valley Center Road east (Escondido city limits) to Guejito Road <u>Valley Center Road</u> (excluding portion within city of Escondido)</p> <p>19 Vista Way, Gopher Canyon, <u>and</u> Old Castle Roads, Lilac, and Valley Center Roads: Vista city limits north and east to <u>Lilac Road</u> State Route 76</p> <p>20 Lilac and Valley Center Roads Lake Wohlford Road: <u>State Route 76 to State Route 76</u> Guejito Road north to Valley Center Road</p> <p>51 <u>Scripps Poway Parkway: Poway city limits to State Route 67</u></p>

Chapter 6: Housing Element

Page	Section	Revision
6-13	Policy Framework Housing Development	<p>Policy H-1.9</p> <p>Affordable Housing through General Plan Amendments. Require developers to provide an affordable housing component when requesting a General Plan amendment for a large-scale residential project <u>when this is legally permissible.</u></p>

Chapter 7: Safety Element

Page	Section	Revision
7-5	Goals and Policies Fire Hazards	<p>Revise the first paragraph of the "Context" section as follows:</p> <p>In the County of San Diego, fire hazards represent a high level threat to personal injury and property damage. Because most of the unincorporated County is located within high or very high or extreme fire hazard severity zones <u>threat areas</u>, avoiding high threat areas is not possible (Figure S 1 [Fire Hazards Threat]). Comparing structural loss data from CAL FIRE of the 20 largest California wildland fires by structural loss between 1923-2008, San Diego County accounted for over 34 percent of the total destroyed structures statewide.</p>

SUMMARY OF CHANGES TO PLANNING COMMISSION RECOMMENDATION SINCE AUGUST 2010

Chapter 7: Safety Element		
Page	Section	Revision
7-8 to 7-11	Goals and Policies Fire Hazards	<p>Policy S-3.7 Fire Resistant Construction. Require all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes and establish and enforce reasonable and prudent standards that support retrofitting of existing structures in high fire hazards <u>threat</u> areas.</p>
		<p>Policy S-6.4 Fire Protection Services for Development. Require that <u>new</u> development demonstrate that fire services can be provided that meet the minimum travel times identified in Table S-1 (Travel Time Standards <u>from</u> <u>Closest Fire Station</u>).</p>
		<p>Revise Table S-1 as shown on the next page:</p>

Table S-1 Travel Time Standards <u>from the Closest Fire Station*</u>		
Travel Time	Regional Category (and/or Land Use Designation)	<u>Purpose Rationale for Travel Time Standards**</u>
5 min	<ul style="list-style-type: none"> ■ Village (VR-2 to VR-30) and limited Semi-Rural Residential Areas (SR-1) ■ Commercial and Industrial Designations in the Village Regional Category ■ Development located within a Village Boundary 	<u>In general</u> , this travel time is designed to help contain a fire to its room of origin and to respond quickly to medical emergencies. This standard applies to the County's more intensely developed areas, where resident and business expectations for service are the highest.
10 min	<ul style="list-style-type: none"> ■ Semi-Rural Residential Areas (> SR-1 and SR-2 and SR-4) ■ Commercial and Industrial Designations in the Semi-Rural Regional Category ■ Development located within a Rural Village Boundary 	<u>In general</u> , this travel time is designed to contain a fire to multiple rooms of origin. It provides a moderate level of service in areas where lower-density development, longer access routes and longer distances make it difficult to achieve shorter travel times.
20 min	<ul style="list-style-type: none"> ■ Limited Semi-Rural Residential areas (>SR-4, SR-10) and Rural Lands (RL-20) ■ All Commercial and Industrial Designations in the Rural Lands Regional Category 	<u>In general</u> , this travel time is designed to contain a fire to its foundation of origin, thereby minimizing the spread of structural fires to wildland areas. It is appropriate for very low-density residential areas, where full-time fire service is limited and where long access routes make it impossible to achieve shorter travel times.
>20 min	<ul style="list-style-type: none"> ■ Very-low rural land densities (RL-40, RL-80, and RL-160) 	Application of very-low rural densities mitigates the risk associated with wildfires by drastically reducing the number of people potentially exposed to this hazard. Future subdivisions at these densities are not required to meet a travel time standard. However, independent fire districts should impose additional mitigation requirements on development in these areas.

* The most restrictive standard will apply when the density, regional category and/or village/rural village boundary do not yield a consistent response time standard.

** Travel time standards do not guarantee a specific level of service or response time from fire and emergency services. Level of service is determined by the funding and resources available to the responding entity.

Chapter 10: Acronyms and Glossary

Page	Section	Revision
10-6	Glossary	Building —A building is a resource, such as a house, barn, church, factory, hotel, or similar structure created principally to shelter or assist in carrying out any form of human activity. “Building” may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn. The Somers-Linden Farmstead, the McRae/Albright Ranch House, the Holmgren House, and the County Administration Center are examples of buildings in the unincorporated area of San Diego County.

SUMMARY OF CHANGES TO PLANNING COMMISSION RECOMMENDATION SINCE AUGUST 2010

Mobility Element Network—Ramona Community Planning Area Matrix			
ID ^a	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
5	Main Street [State Route 78] Segment: Pine Street to North Mountain Subregion boundary	2.2D Light Collector 4.2B Boulevard Intermittent and Right Turn Lanes—Pine Street to 3 rd Street 2.1D Community Collector Improvement Options [Passing Lanes]—3 rd Street to Central Mountain Subregion boundary	Accepted at LOS E Segment: Pine St/San Vicente Road to Ninth Street and Third Street to Earlham Street Shoulder as Parking Lane Separate Bike Lane required—10th Street to 4th Street

SUMMARY OF CHANGES TO PLANNING COMMISSION RECOMMENDATION SINCE AUGUST 2010

Land Use Maps			
Community	August 20, 2010	October 20, 2010	Rationale
Borrego Springs			<ul style="list-style-type: none"> Recommended for review by the Planning Commission on August 20, 2010 due to property owner testimony. Considered at the September 2, 2010 meeting of the Borrego Springs Community Sponsor Group, who recommended revision of Land Use Designation to Rural Commercial. Property owners have been notified of this change and have been supportive of the revised recommendation.
Ramona			<ul style="list-style-type: none"> Originally considered as Village Residential 2.9 and 7.3 in the Proposed Project and Draft Land Use Map. The Ramona Community Planning Group (CPG) reconsidered this density in February 2010, and recommended Semi-Rural 1. This recommendation was subsequently recommended by the Planning Commission. Following property owner notification, the Ramona CPG reconsidered the item on September 2, 2010 and recommended that the properties be designated Village Residential 2.9. Property owners have been noticed and at the time of this report have not expressed concern.

SUMMARY OF CHANGES TO PLANNING COMMISSION RECOMMENDATION SINCE AUGUST 2010

Borrego Springs Community Plan		
Page	Section	Revision
72-73	4.1 Hazards/Risk Avoidance and Mitigation b. Flooding	<p>With few exceptions, the entire Borrego Valley is subject to flooding from stormwater flowing from the mountain regions in the west down alluvial fans and across the community draining easterly to the Borrego Sink. <u>Runoff from storms in this area has the potential to convey large amounts of debris from the upper watershed to the lower areas of the alluvial fans in and near the Borrego area. Debris flows of this nature present one of the most hazardous and unpredictable types of flooding.</u> The basis for flood control is the standard 100-year event as mapped on the FEMA Flood Insurance Rate Maps (FIRMs), which is regulated in the community via the County Flood Damage Prevention Ordinance and the National Flood Insurance Program (NFIP) Regulations which is regulated in the community via the Borrego Valley Flood Management Report (Boyle, 1989). The report requires all developments to be raised above the estimated flood depth and for structures to be separated allowing for flood waters to flow around buildings. This methodology creates substantial problems for buildings in concentration Borrego Springs such as downtown businesses and should be revisited for its negative impact on commercial revitalization. <u>The County Ordinance and the NFIP Regulations have specific requirements and restrictions that apply to development within mapped areas of alluvial fans. Due to the potential hazards, and other restrictions for development, proposed development in this area requires safety related drainage measures above and beyond what would normally be anticipated within other areas of the County.</u></p> <p><u>Currently-acceptable safety-related drainage measures required for development in the Borrego Springs area impose substantial cost and site planning burdens on individual property owners and also create substantial planning, policy, and design considerations for structures in concentration, such as in the Village Core business area, with resulting negative impacts on area commercial revitalization. The County recognizes this impact to the community and is active in national dialogues to explore alternative approaches that are protective of human life and property but less-burdensome. However, due to the risk associated with alluvial fan flooding, including debris flows, as well as their unpredictability, relaxation of standards is not anticipated and alternatives such as master drainage improvements are currently deemed to be cost prohibitive for communities like Borrego Springs. The County is also engaged in efforts to provide guidance that makes the process for building under these regulations clearer and easier to follow.</u></p>
San Dieguito Community Plan		
Page	Section	Revision
95	Noise Policies and Recommendations	<p>1. <u>Use of noise walls is discouraged. Where the use of walls cannot be avoided,</u> utilize solid barriers to attenuate noise impacts from conventional light vehicle traffic. Earth berms or solid walls are most effective in diminishing such impacts. <u>(see Noise Element Policy N-1.3)</u></p>